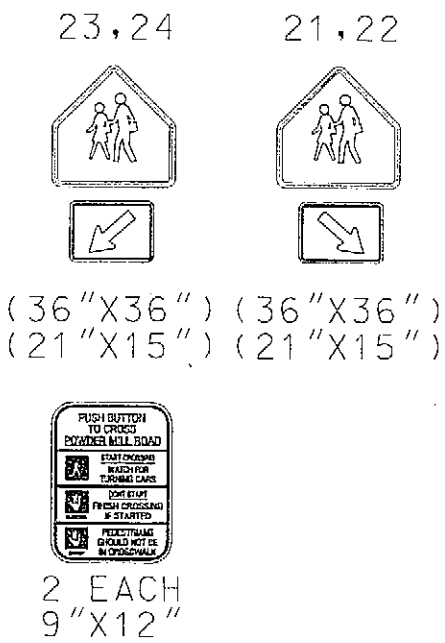
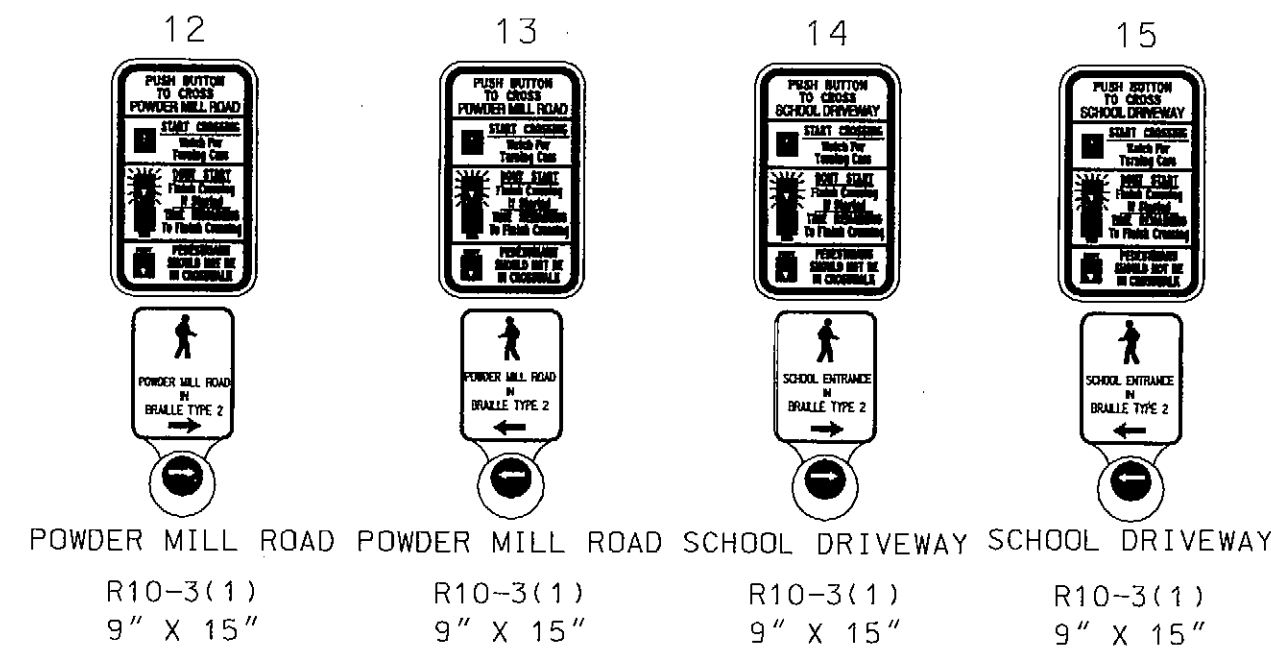


MD 212 IS ASSUMED TO RUN
IN A NORTH-SOUTH DIRECTION

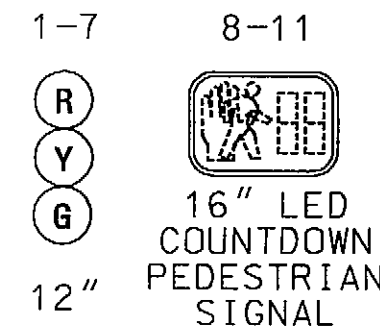
EXISTING SIGNS TO BE REMOVED



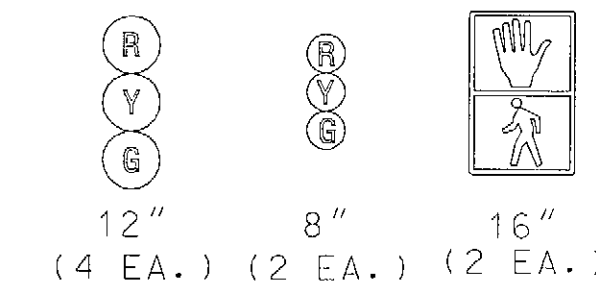
PROPOSED SIGNS



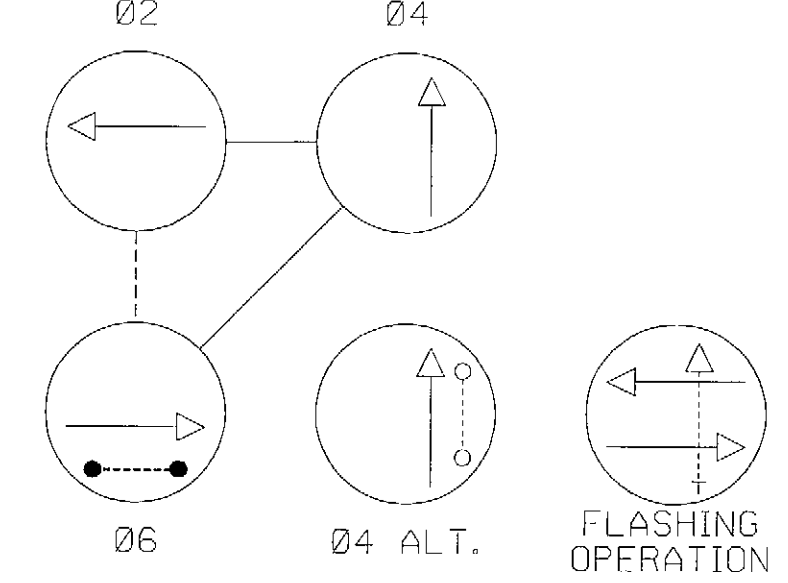
PROPOSED LED SIGNALS



EXISTING SIGNALS TO BE REMOVED



NEMA PHASING



NOTE:
PHASES ASSOCIATED BY A DASHED
LINE WILL OPERATE CONCURRENTLY.
PHASES ASSOCIATED BY A SOLID LINE
WILL NOT OPERATE CONCURRENTLY.

TO CHERRY HILL ROAD

MD 212 NB
(POWDER MILL RD)

MD 212 SB
(POWDER MILL RD)

CONSTRUCTION DETAILS

- INSTALL 10' BREAKAWAY PEDESTAL POLE ON MODIFIED BASE (SEE STD MD-801.01-01 FOR FOUNDATION DETAIL) WITH COUNTDOWN PEDESTAL SIGNAL, AND AUDIBLE/TACTILE PUSHBUTTON AND SIGN (INSTALL 1-2" SCHEDULE 80, 90 DEGREE CONDUIT BEND)
- USE EXISTING CABINET AND CONTROLLER. INSTALL VIDEO DETECTION INTERFACE EQUIPMENT AND APS CENTRAL CONTROL UNIT (BY SHA FORCES).
- USE EXISTING HANDHOLE.
- REMOVE EXISTING PEDESTAL POLE, PEDESTRIAN SIGNAL HEAD, PUSHBUTTON AND SIGN. REMOVE FOUNDATION 12" BELOW GRADE.
- INSTALL 3 INCH SCHEDULE 80 RIGID PVC CONDUIT - TRENCHED.
- INSTALL 3 INCH SCHEDULE 80 RIGID PVC CONDUIT - BORED.
- INSTALL 3 INCH SCHEDULE 80 RIGID PVC CONDUIT - SLOTTED.
- INSTALL 12 INCH WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKINGS (FOR CROSSWALKS).
- INSTALL 24 INCH WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKINGS (FOR STOP LINES).
- USE EXISTING CONDUIT.
- USE EXISTING SPAN WIRE. REMOVE SIGNAL HEADS AND REPLACE WITH LED SIGNAL HEADS.
- REMOVE EXISTING HANDHOLE.
- CAP AND ABANDON EXISTING CONDUIT. REMOVE ALL UNUSED WIRES.
- ADJUST EXISTING HANDHOLE TO GRADE.
- INSTALL SHEET ALUMINUM SPAN WIRE MOUNTED SIGN.
- INSTALL VIDEO DETECTION CAMERA ON EXISTING STRAIN POLE.
- INSTALL SIGNS ON 4"x6" BREAKAWAY WOOD SIGN SUPPORT
- REMOVE EXISTING GROUND MOUNTED SIGNS AND SUPPORTS.
- CUT BACK EXISTING MEDIAN. PREFORM FULL DEPTH PATCH. REFER TO ROADWAY PLANS.
- INSTALL NON-INVASIVE MICROLOOP PROBE SET, WITH UP TO 1000' LEAD IN CABLE.
- INSTALL HANDHOLE WITH THE LONG SIDE PERPENDICULAR TO THE ROADWAY AS SHOWN.
- ABANDON EXISTING LOOP DETECTORS AND REMOVE ALL ASSOCIATED WIRING
- INSTALL STANDARD SIDEWALK RAMP (MD STD 655.12) WITH DETECTABLE WARNING SURFACE (MD STD 655.40).
- INSTALL 5" CONCRETE SIDEWALK & TYPE 'A' COMBINATION CURB AND GUTTER AS SHOWN.
- INSTALL 2 INCH SCHEDULE 80 RIGID PVC CONDUIT - TRENCHED.
- INSTALL HANDHOLE. INTERCEPT EXISTING CONDUIT.
- USE EXISTING SPAN WIRE

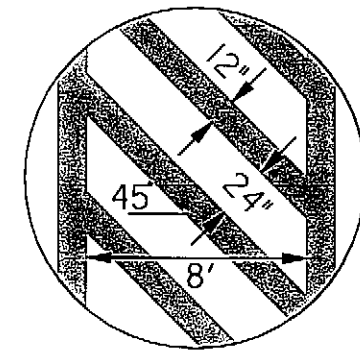
HIGH POINT HIGH
SCHOOL DRIVEWAY

GENERAL NOTES

- VIDEO CAMERA LOCATION / ALIGNING SHALL BE COORDINATED WITH THE SHA ENGINEER.
- THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE LOCATIONS PRIOR TO INSTALLATION.
- ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE NEW SIGNAL, EXCEPT AS STATED ON THE GENERAL INFORMATION SHEET.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE.
- THE CONTRACTOR SHALL VERIFY ALL UNDERGROUND UTILITIES PRIOR TO INSTALLING PROPOSED SIGNAL EQUIPMENT. IF ANY UTILITY CONFLICTS SHOULD ARISE THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.
- ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS, HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTIONS, TO MEET CLEARANCES AS SPECIFIED IN MD 816.03, MD 818.01, MD 818.02, MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.

APS NOTES

- PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR REACHING LESS THAN 18" FROM A 60"x60" LEVEL LANDING AREA WITH A CROSS SLOPE OF LESS THAN OR EQUAL TO 2%.
- THE 10' SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON TO FACE OF PUSHBUTTON, NOT CENTER TO CENTER OF POLE.
- PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
- LOCATION OF ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTONS MUST MEET LOCATION REQUIREMENTS OF MUTCD SEC. 4E.09 AND FIG. 4E.2 AND THE NCHRP PUBLICATION, "ACCESSIBLE PEDESTRIAN SIGNALS: GUIDE TO BEST PRACTICE". IF NOT MET, THE CONTRACTOR IS TO STOP WORK ON PUSHBUTTON LOCATIONS UNTIL A DESIGN WAIVER IS OBTAINED, APPROVED BY THE DIRECTOR, OFFICE OF TRAFFIC AND SAFETY.
- PEDESTRIAN ACCESS MUST BE MAINTAINED AT ALL TIMES.
- CONTRACTOR MUST NOTIFY ED RODENHIZER, SHA SIGNAL OPERATION'S SUPERVISOR, AT (410) 787-7670 THREE (3) DAYS PRIOR TO BEGINNING SIGNAL WORK.



CROSSWALK DETAIL

**PARSONS
BRINCKERHOFF**

100 S. Charles Street
Tower 1, 10th Floor
Baltimore, MD 21201
(Ph) 410-787-5050
(Fax) 410-727-4608
<http://www.pbworld.com>

APPROVALS	
TEAM LEADER	ASST. DIR. CHIEF
DIVISION CHIEF	OFFICE DIRECTOR

REVISIONS	
C	UPGRADE TO APS/CPS, DETECTION DUE TO RESURFACING CONTRACT # PG7865477 12-15-12
D	UPGRADE TO APS/CPS, CONTRACT EXPIRED, NEVER CONSTRUCTED CONTRACT # PG7865477 08-10
C	INSTALL PED SIGNAL ON EAST LEG CONTRACT # XXI065285 3-25-03

SHA STATE OF MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION OFFICE OF TRAFFIC & SAFETY TRAFFIC ENGINEERING DESIGN DIVISION	
MD 212 (POWDER MILL RD.) AT HIGH POINT HIGH SCHOOL POWDER MILL MD	
SIGNALIZATION PLAN SHEET	
SCALE 1"=20'	DATE 1-11-1971 CONTRACT NO. P-181X-375
DESIGNED BY H.J. REINHARDT	COUNTY PRINCE GEORGES
DRAWN BY H.J. REINHARDT	LOGMILE 16021207.09
CHECKED BY J. SPENCE	TMS NO.
F.A.P. NO. SEE TITLE SHEET	TOD NO.
TS NO. 178E	DRAWING SG-4 OF 5 SHEET NO. 1 OF 2